



The China Mail

ESTABLISHED 1845

AGENTS
For the China Mail
and "Overland China Mail"
may be made to our agents at
the following ports—
Canton, Peking & Co.
Hongkong, Boussett & Co.
Shanghai, Kelly & Watson Ltd.
Yokohama, Kelly & Watson Ltd.
Manila, A. S. Watson & Co. Ltd.

No. 15,978.

號八十月七年四十一百九千一第

HONGKONG, SATURDAY, JULY 18, 1914

庚申年七月十八日

PRICE, 33.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS
ALLIANCE BUILDINGS, Hongkong.

COMMERCIAL

SHARE REPORT.

Messrs. Vernon and Smyth, in their
weekly share report, dated July 17th,
state:—

Continued firmness prevails in the local
market for all investment securities, and
rates generally have advanced with little
business to report. The market for "104"
after sudden weakness in London due to
heavy continental selling on a weak Lon-
don settlement, has recovered, and closes
with buyers of Shells at 2½ above the
lowest point touched, and no sellers at the
equivalent rates. Langkats, notwithstanding
severe fluctuations in the daily
outputs, have ruled very firm, and close
with a slight improvement on last week at
Tia. 464 buyers with no sellers either here
or in Shanghai. "Rubbers" continue
quiet both here and in London, and
Tia. steady without material change.
Five Year Rubber is quoted at 2 10/16,
penh, and Plantation Sheet at 2 3/4 per
lb. The Bank of England rate of discount
is unchanged at 3 per cent., and the open
market rate is now quoted at 2½ per cent.
But Silver closes at 204 for ready, 25 1/16
forward. Sterling "T.T." at 110½, and
Shanghai "T.T." at 111½. Cables have im-
proved to 103.

Banking.—Hongkong and Shanghai have
been the medium of business at rates
varying between 840 and 8850, and close
with buyers at the latter figure. The
selling rate in London being advised as
884 15/16.

Some Insurance.—Cables have further
improved, and are now wanted at 8795,
with no shares on offer at the rate, and
Cantons have buyers at 8115, without
tending to business. North China are in-
quired for at Tia. 141, and Yangtze are
unchanged at 8154 nominal.

Shipping.—China and Manilla after sales
are now on offer at 89, and Douglas are
wanted at 811, with no business to report.
Steamships have improved and are in-
quired for at 824, and Star Frigates have
advanced to 840 with no sellers at the rate.
Indo-China close with sellers at 810.

Refineries.—China Sugars remain in
demand at 873 with no shares on offer
and Luzon are unchanged with sellers at
828.

Mining.—Kailash have been a quiet
market and open close with a nominal
quotation of 37½. Rafts have been the
medium of business at 8290 and 83, and
more shares are wanted at the former rate.
Tromps close with a nominal quotation of
30.

Oil.—Ural Caspian are inquired
for locally at 43½ and shells are wanted at
94½. The following middle quotations
were received this forenoon from our Lon-
don Agents, viz. Ural Caspian 42½,
Mitschen Eagles 38½, British Burnham 4½,
Mitschen W. and Shiloh 5½.

Docks, Wharves and Godowns.—Hong-
kong Wharves Dock remain in request at
802½ with no shares on offer, and Kowloon
Wharves are wanted at the improved rate
of 834½. Shanghai Docks have buyers at
the 60, and Hongkong Wharves are inquired
for at Tia. 91.

Land, Hotels and Buildings.—Hong-
kong Hotels have buyers at 812½, with no
shares offering, and Hongkong Lands are
inquired for at 8117. Humphreys Estates
are in demand at 87½, and West Point are
wanted at 873. Kowloon Land are in-
changed with a nominal quotation of 84½.
Central Estates have buyers at 8102.

Cotton.—Hongkong Cottons are
wanted at 87½. Internationals at Tia. 82.
Kung Ties at Tia. 12½. Lion King Mow
at Tia. 82. Shanghai Cottons at Tia. 114,
China, and Soy Chees at Tia. 42. Eggs close
with a nominal quotation of Tia. 135.

Miscellaneous.—China Light are wanted
at 8400. Green Islands at 86, Hongkong
Electrics at 814½, Rose at 8100, Hongkong
Ropes at 825, Hongkong Trams at 129,
Peak Trams (old) at 819, Waterboats at
818½, and Watsons at 8750. China Ropes
are on offer at 811½, Peak Trams (new) at
20 cents, and Steam Laundries at 84 50 ex
dividend.

Notes.—Hongkong Land Investment
Co., Ltd., Interim Dividend of 8½ per
share payable on 28th inst.

West Point Building Co. Ltd., Interim
Dividend of 82 per share payable same
date. Transfer books close from 21st to
28th inst.

London Quotations.—The following
quotations (middle prices) were received
from our London Agents by wire this
morning:—

Indo-China (Combined) ... 127½
Chinese Engineering ... 37½
B.K. Elec. Trams ... 129½
Trough Mines, Ltd. ... 20½
Ural Caspian Oil ... 44½
Mitschen Eagles ... 38½
Small Transport "Buses" ... 89½
British Burnham, Ropes ... 45
Walker Frigates Oil Supplies ... 10½
United Serangs ... 77½
Rubber Plant. Ind. Trust ... 83
Yokohama Trust, Ltd. ... 144½

BUSINESS NOTICES.

MILKMAID
MEANS

STERILIZED
SAFETY

NATURAL
No

MILK
MICROBES

IT POURS OUT OF THE TIN LIKE BEST FRESH MILK.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG
SATURDAY, 18th JULY.

8 A.M. "HONAM." 8 A.M. "HEUNGSHAN."
10 P.M. "HEUNGSHAN." 5 P.M. "KINSHAN."

SUNDAY, 19th JULY.

10 P.M. "TAISHAN." 4 P.M. "HEUNGSHAN."

Single Fare by Night Steamer ... 8 6/10
Return Fare by Night (available also for Return by day Steamer) ... 10 0/0
Single Fare by Day Steamer ... 4 0/0
Return Fare by Day Steamer ... 8 0/0

The attention of the travelling Public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." S.S. "TAISHAN"
HONGKONG TO MACAO

Week days at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.

Week days at 7.30 A.M. and 12.30 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 19th JULY.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. "HONAM"

Departures from Macao to Canton: Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 688 Tons, and S.S. "NANSING," 668 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
day, at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SANTU." These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Formerly)

Opposite the Blake Pier.

SINGON & CO.

ESTABLISHED A.D. 1820.

IRON, STEEL, METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail. Ironmongers, Pig, Iron and
Foundry, Coke Importers, General Store-
keepers and Shipchandeliers. Nos. 35 and
37, Hing Loong Street (Red Street), west
of Central Market. Telephone No. 615.
Hongkong, September 4, 1913.

THE CARLTON HOTEL

Recently Renovated and Refurnished,
Self-Contained Suites of Apartments with Private
Bath-rooms attached, Luxuriously Furnished Lounges, Drawing, Reading
and Writing Rooms.
FINEST SANITATION.
Under Personal Management of
O. E. OWEN Proprietor

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railways
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DUCK 787 x 88 x 34½"

Pumps empty Dock in 2-5/4 hours.

TENNER PATENT SLIPWAY taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-12 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 A.M. and 12 noon at the
Town Office.

SUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telephone Address:—TAIKOO DOCK. TELEPHONE No. 215.

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS
RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

THE above hotel will be opened on 1st August, 1914, under new ownership
and European Management. The old place has been renovated and newly
furnished and is now up to date in every respect. Large and airy bedrooms,
Hot and cold baths throughout. Electric lights and fans. Large and comfortable
dining-room facing the sea. Private and Public Bars. Billiard Room. Cuisine
excellent under experienced supervision. Sanitary arrangements of the latest.
Terms moderate. For further information

APPLY TO—

O. C. MOOSA.

TEL. ADDRESS "PENGIX," MACAO

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Canteen, Lounge, Smoking and Ladies' Rooms,
Roof Garden.

Terms:—From 25 per day Min.

Telegram Address: "PENGIX,"
P. O. PRUSHER
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 95 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

"NESTOR" Sanitary Fluid.

Reliable Disinfectant.

Two table-spoonsful to a gallon of water for washing
floors, &c., is most useful for the Destruction of Fleas.

PER PINT TIN 50 CENTS
PER GALLON TIN 12-00

VICTORIA DISPENSARY,
32, QUEEN'S ROAD CENTRAL.

ME CHEUNG ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A
SPECIALITY.

NOTE ADDRESS
ICE HOUSE HONGKONG.

ROURNVILLE
COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17 1907.

GALBECK, MACGREGOR & CO.

(Established 1864)

For the hot weather

LEMONS

A natural Lemon Squash prepared
from FRESH LEMONS only.

\$1.00 per bottle

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES,
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager
Hongkong, April 12, 1914.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
1" to 15"	3" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1914.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

New well-known throughout the East for
STEAM RAISING, FURNING, STEEL MAKING, SHIP'S BUNKERS,
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

A Natural
Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.

It is very effective in the early stage of Diarrhea
by removing the irritating cause.

Be prepared for emergencies by always keeping
a bottle in the house.

Prepared on y by

A. G. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SUNA, OCHI, MUTARE, YO-
SHINOTANI, KISRIDAKE, HOJO,
KANADA, KAMATUYA, SAYO,
SHYUNNEW and KAMITAMADA
Collieries.

AGENTS for SAKITO, & OYUBARI
COALS.

HEAD OFFICE—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kyoto,
Tokyo, Yokohama, Nagoya,
Tsuzuru, Shanghai, Hongkong,
Hankow, Peking.

TEL. ADDRESS for above: IWASAKI.

Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.MALAYA: Messrs Macandray &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.For particulars, apply to
K. KATO,
Manager,
No. 2, PRINCE STREET,
HONGKONG.THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

AN INTERIM DIVIDEND OF THREE
AND A HALF DOLLARS per Share for the
six months ending 30th June, 1914, will be
payable on TUESDAY, 28th July, on which
date Dividend Warrants may be
obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from TUESDAY
the 21st July to TUESDAY the 28th July,
(both days inclusive) during which period
no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, July 14, 1914.

THE WEST POINT BUILDING
COMPANY LIMITED.

AN INTERIM DIVIDEND OF TWO
DOLLARS per Share for the six
months ending 30th June, 1914, will be
payable on TUESDAY, 28th July, on
which date Dividend Warrants may be
obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from TUESDAY
the 21st July to TUESDAY the 28th July,
(both days inclusive) during which period
no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

HONGKONG LAND INVESTMENT &
AGENCY CO., Ltd.
General Agents for the
West Point Building Co., Ltd.

Hongkong, July 14, 1914.

DAIRY FARM NEWS.

NOTHING CAN EXCEL
OUR

DAISY BRAND

TABLE BUTTER

It is pure, delicious and positively
the best brand.

On the market

Insist on getting the genuine article.

THE REPUBLIC MOTOR BOAT
CO., LIMITED.

WANCHAI, PRATA EAST.

TELEPHONE No. 307.

THE above Company has for hire FAST
COMFORTABLE MOTOR BOATS,
fitted with British Engines, for Picnic
Parties and for carrying passengers to and
from Yessai in the Harbour. Our repre-
sentative will meet passengers at ELIZABETH
PIER, where our boats will be stationed.
Tones \$2.00 per hour or part thereof,
or \$1. per trip not exceeding 15 minutes.
Special arrangements for long runs and
hiring by the day.

For further particulars,
apply to, A. H. KING'S Slipway,
Wanchai.

Hongkong, July 4, 1914.

DON'T Forget after the show, Supper
and Light Refreshments.

ALEXANDRA CAFE.

Open Till Midnight.



"CARSTAN"
NAVY CUT
TOBACCO &
CIGARETTES
"Always most welcome"

W.D. & H.O. WILLS BRISTOL & LONDON.

ROYAL ASCOT.

(Continued.)

THE ASCOT STAKES, GOLD YASE,
PRINCE OF WALES' STAKES,
ROYAL HUNT CUP, ETC.

Gold Cup of £2,500; weight for age.

Age 21 miles.

Mr. Fairlie's b h Aleppo, by Dapple-
Chere Reine, 5 yrs, Ost-4 (C. Fox) 1

Mr. J. Ryan's ch e Willbrook, 3 yrs,
9-10-7 (S. Donoghue) 2

Mr. T. Martin's br h Junice, 5 yrs,
9-10-4 (W. Huxley) 3

Mr. St. Mary's br h Junice, 4 yrs, 9-10-4
(G. Stern) 4

Mr. L. de Rothschild's br h Junice, 4 yrs,
9-10-4 (A. Whalley) 5

Baron Gougeon's br h Junice, 4 yrs,
9-10-4 (J. Beif) 6

Lord Harewood's br h Junice, 4 yrs,
9-10-4 (W. Griggs) 7

Colonel Hall Walker's br h Junice, 4 yrs,
9-10-4 (H. Jones) 8

Colonel Lambton's br h Junice, 4 yrs,
9-10-4 (Spear) 9

Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 10

Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 11

Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 55

Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 56

Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 57

Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 63

Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 68

Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
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Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 74

Mr. J. de Rothschild's br h Junice, 4 yrs,
9-10-4 (R. Cooper) 75

INTIMATIONS

NOTICE

GOODCHILD and Co., MERCHANTS
and COMMISSION AGENTS have
this day been established at No. 20, Des
Vaux Road Central, 1st floor.
Hongkong, July 16, 1914.

THE HONGKONG CENTRAL
ESTATE LTD.

NOTICE IS HEREBY GIVEN that
the STATUTORY Meeting of Share-
holders of this Company will be held at
the Office of the General Managers at
No. 20, Des Vaux Road Central, instead
of as previously notified.

By Order

A. SHELTON HOOPER

Secretary to THE HONGKONG LAND

INVESTMENT & AGENCY CO. LD.

General Managers.

Hongkong, July 6, 1914.

METAL IMPORTERS OF

HONGKONG.

NOTICE IS HEREBY GIVEN that a
MEETING OF METAL IMPORTERS
will be held at the SECRETARY'S OFFICE,
HONGKONG GENERAL CHAMBER OF COM-
MERCE, NEW GOVERNMENT BUILDING, on
WEDNESDAY, 22nd July, at 4 p.m.

BUSINESS

- (1) To approve and adopt, if thought
desirable, the form of contract pro-
posed by the Provisional Committee
copies of which have been sent to
all firms represented at the Meeting
of Metal Importers held on 18th
May, 1914.
- (2) To consider whether or not an
Association of Metal Importers shall
be formed.
- (3) If it is agreed to form an Association,
to elect a Committee to draw up
rules.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hongkong General Chamber of Commerce.

Hongkong, 14th July, 1914.

All Metal Importers not represented at
the Meeting held on 18th May, 1914, may
obtain copies of the form of contract men-
tioned in the advertisement upon applica-
tion to the Hongkong General Chamber
of Commerce.



**KEATING'S
WORM TABLETS**

A purely
Vegetable
Preparation
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for Intestinal or
Stomach Worms. Perfectly safe, mild,
and especially adapted for children.
To be obtained of all Druggists,
Proprietor, THOMAS KEATING,
London, Eng.

Business Connection in all
Countries.INTERNATIONAL COMMERCIAL
INTELLIGENCE BUREAU.

AMSTERDAM, BRUSSELS,

LONDON: 21, BOULEVARD DES FILLES DU CALVAIRE.

HAMBURG: 13, ST. HILLEN'S PLACE, E.C.

ZURICH: KASPAR & ECHER.

VIENNA: Manager: J. BENDIEN.

This Bureau aims to further interna-
tional business connections and pub-
lish itself FREE OF CHARGE at the
disposal of respectable firms, and fur-
nishes:

a. Agents in any country.

b. Agencies.

c. Addresses of Exporters, Importers,
Manufacturers, Agents, etc., in
every country.

d. Offers in any article desired.

The Bureau does not accept
any Commission for Commis-
sions accomplished by its
Medium.

Each firm desirous of utilizing the ma-
chine of this Bureau is asked to state
references.

The Bureau is enabled to GRANT its
SERVICES gratis of course because some
thousand firms are subscribers and sup-
port the Bureau through an annual fee.
All correspondence to be addressed to:
J. BENDIEN, Director I.C.I.B.,
Damrak 60, Amsterdam.

Hongkong, March 5, 1914.

SIEN TING.

A. S. WATSON & CO., LTD.

ESTABLISHED 1841.

AERATED WATER MANUFACTURERS.

FORMAZONE.

A REFRESHING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.

Bottles \$1 per doz. Sixpence 00 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Use try a Whisky Pyeris and you will ask for it again.

Prices:—\$0.85 per doz. Bottles. \$0.50 per doz. Sixpence.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

Price:—\$0.35 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Prices:—\$1.00 per doz. Bottles. \$0.60 per doz. Sixpence.

WM. Powell LTD.

TELEPHONE 346

COMMENCING
MONDAY
NEXT

ANNUAL
SUMMER
SALE

GENUINE CLEARANCE
OF
SUMMER GOODS.

WE EXPRESS TO ANY ADDRESS

WE CLEAR, SHIP, PACK,
CARRY, TRANSPORT,
STORE AND INSURE
TO ALL PARTS OF THE WORLD.

HONGKONG PARCEL EXPRESS AND STORAGE CO.

Tel. 1208

3 DUNDRELL STREET.

THE CHINA MAIL
TYPHOON
MAP and
GUIDE

Enables one to locate the centre
of a Typhoon.

MOUNTED ON CARDBOARD AND
TAPED FOR HANGING.

Price 40 Cents.

From the CHINA MAIL OFFICE.

THE EDWARD DISPENSARY,
C. KAMMING & Co., Ltd.

Chemists and Druggists.

GREAT REDUCTIONS IN
PRICES.

PRESCRIPTIONS ACCURATELY
DISPENSED.
Pure Drugs, Patent Medicines, &c.

24, QUEEN'S ROAD, HONGKONG.
Hongkong, July 22, 1913.

The China Mail

HONGKONG, SATURDAY, JULY 18, 1914.
"THE RAIN, IT RAINETH
EVERY DAY."

DICKENS once wrote as follows:
"There's something good in all
weather. If it don't happen to be
good for my work to-day, it's good
for some other man's to-day, and will
come round to me to-morrow." There
is a cheery optimism in these well-
known words, and we feel under
ordinary circumstances that they
contain a good deal of truth, and so
we choke off our own chagrin at our
disappointment, as we find ourselves
the worsted party for the hour. In
return, we rejoice in the conscious-
ness that at least we can be true
altruists, albeit the necessity is laid
upon us, and at the same time, could
we have our own way we should
throw altruism to the winds and suit
ourselves up to the hilt. Happily,
however, we cannot do so, and
therefore make a virtue of necessity.
This is all very well when we can

look forward to our turn to-morrow.
But when we look out morning after
morning, as of late, and see what the
poet vividly terms the "heavenly
black with clouds," and the deluge
continuing with unabated fury the
natural feeling is to throw optimism
to the dogs and return dismal looks
to the lowering clouds, forgetting for
the time being the childishness and
futility of such conduct. Calm in-
difference to the conditions imposed
upon us at present by the "Weather
Clerk" is impossible. There are,
however, one or two aspects of the
situation, however, that may do some
thing to reconcile us to this week's
preternatural gloom and may help us
to maintain the philosophic mind.
We may surely now assume that our
reservoirs are well supplied with
water and under no reasonable con-
ditions are we likely to be threatened
with a water famine for some months
to come. Moreover, water being
really suitable only for cleaning pur-
poses, there is now no excuse for
even the most casual coolie to go un-
washed. Our friends, the Chinese,
will now have plenty and happily
will not be compelled to carry it, like
dwellers in an Arabian desert, long
distances to their houses, up flights
of stairs, an undertaking repellant
enough to deter many people from
ordinary cleanliness. But this is
not all. If there is any virtue in
flushing the drains and in
giving the mts a difficult time these
days that have been following one
after the other, surely, have not been
without their effect. The rodents
must have been having a very dampish
existence lately if their homes are
made in the drains, unless they have
managed to discover some solid
ground on which to camp out, for we
can hardly imagine a more suitable
resting place than the drains of Hong-
kong during the last fortnight, and
especially during the recent five days.
So we may perhaps, though it is not
done without an effort, draw some
satisfaction from the consciousness
that in these regards, "It's an ill wind
that blows nobody good." Mean-
while what are the feelings and what
are the prospects of the Chinese
across the harbour and throughout
the water-sodden delta? It is not
easy to imagine it; it is impossible
to know it. Descriptions of their
condition state that many of them
are crouching forlornly on the low
hills just beyond reach of the turbid
waters with only the callous sky for
a roof. The waters were subsiding,
and it was beginning to be possible
to repair the hideous gaps in the dykes,
enabling the floods to be dammed
back to their natural and regular
channels, but these rains will once
more fill to overflowing the rivers,
and doubtless do more damage in
making the rents worse than they
originally were in the many embank-
ments. The Chinese may, therefore,
with their innate fatalistic tendencies,
their habit of ascribing these calamities
to the anger of Heaven or the
resentment of the gods, well sit in
gloom feeling that the fates are
against them and that every spark of
hope is being quenched by these con-
tinued and rising floods. However,
as "of our philosophy we make no use
if we give place to accidental evils,"
we must, therefore, after doing as
we are doing, something towards
mitigating the hard lot of those to
whom this continued deluge is
a much more serious matter than
to ourselves, we must discipline our
minds to patience, knowing well that
the "clouds will roll by," and that
"Old Sol" will soon beam in his
most effulgent manner upon us all.

MARRIAGE.
HUMPHREYS FOWLER.—At St. Andrews,
Well Street, London, on July 15, ERNEST
FOWLER to Miss Rosa Fowler, only
daughter of Mrs. Peter Fowler, Staines,
Middlesex.

THE DIARY.

MEMO. FOR TO-MORROW.

9 a.m.—Excursion to Macau.

General Memoranda.

TEWDA, July 21.—

2.20 p.m.—Auction of Furniture etc.
at Messrs. Hughes and Hough's.
2.45 p.m.—Sanitary Board Meeting.

WEDNESDAY, July 22.—

4 p.m.—Meeting of Metal Importers at
the Secretary's Office, H.K. General
Chamber of Commerce.

THURSDAY, July 23.—

General Meeting of the Associated
Portuguese de Soc. orna Matuca.

FRIDAY, July 24.—

Evening Meeting of the Hong-
kong Central Police Ltd.

SATURDAY, July 25.—

Lady May's "At Home" at Mountain
Lodge.
Hongkong Stockbrokers' Settling Day.

NEWS OF THE DAY.

LOCAL AND GENERAL.

A full report of the China Society's
Dinner will be found on page 4.

Messrs. H. B. Jordan and J. Kingston,
cadets, of Kuala Lumpur, are going to
Chanton to study Cantonese.

On account of the condition of the
Race Course after the recent heavy rains
the Gynkhana has again been postponed
for a week.

The Government proposes to put up
for auction 125,000 square feet of
beach and sea bed east of the Royal
Hongkong Yacht Club premises at North
Point, a condition of sale being that it shall
be reclaimed by the lessee.

His Majesty the King has not been
advised to extend his power of disallow-
ance with respect to the following Ordin-
ances:—An Ordinance to provide for the
public lighting of the Colony and for the
protection of the appliances used in con-
nection therewith; and an Ordinance to
amend the Stamp Ordinance, 1901.

Regulations received from the Secre-
tary of State relative to the wearing of
the uniform of foreign officers appear in to-day's
Gazette. The "Seal Fisheries (Crown
Colonies and Protectorates) Order in
Council, 1914," amending a previous order
is also published. Hongkong is one of the
places included in the schedule.

The case against Mr. William Davies
of the Soldiers and Sailors Institute for
keeping a dog without a licence, which was
adjudged yesterday, was dismissed to-day
by Mr. Wood. Inspector McHardy and
Sergeant Pitt gave evidence for the
prosecution. Defendant called evidence to
support his statement that the dog was not
his and that the Police had been mistaken.

With reference to the rebel activity in
Singapore, the local Chinese authorities,
according to the Chinese Press, have
received instructions from Peking to take
precautions. The rebels are reported to be
engaging coolies and labourers in the Straits
Settlements ostensibly for industrial work
in China. They want 30,000 men in all,
and 4,000 are said to have already been
sent to China on three steamers. Their
destination is Swatow, at which port they
will be met and taken care of by rebel
leaders. It might be pointed out, however,
that the majority of the men leaving for
Swatow are miners from the F.M.S. who
are returning to China in consequence of
the depression in the tin mining in-
dustry.—Straits Times.

The beheading of two women in
Germany recently calls attention to the
diversity in the methods of capital punish-
ment still in force in the civilized world.
In Europe alone, the axe, the gallows, and
the guillotine are used, while the solitary
confinement for life which has replaced the
death penalty in Italy is probably less
humane in the long run than execution.
Some of the causes of Switzerland retain
the death penalty, while others have aboli-
shed it. In the United States, electrocution
has been adopted for about a generation.
When the "death chair" was first
proposed humanitarians made a great
protest, but the authorities arranged for
the first execution to take place with
sufficient publicity to convince the public
that this method of execution was im-
mediate and painless.

SOCIAL AND PERSONAL.

Mr. W. A. Dowley left for Singapore by
P. and O. s.s. "Assaya."

Lieutenant O. P. Edgcombe, 1st Batta-
lion, D.C.L.I., has been seconded for employ-
ment with the Army Signal Service.

H. E. the Governor addressed the
European staff of Kowloon Dock yesterday
afternoon upon the Volunteer question.

Major H. C. Hall, R.G.A., has been
granted leave from August 5, till
September 22, to visit neighbouring
countries.

Lieutenant I. Benton, R.G.A., who
served with the 83rd Co., R.G.A.,
Lyman, two years ago, has been placed
temporarily on the half-pay list owing to
ill-health.

Captain R. H. M. Watson, R.G.A.,
from the 32nd Co., at Portsmouth,
has been appointed Adjutant Royal Artillery,
South China, from November next in
succession to Captain H. P. Garwood,
R.G.A., who has gone home. Captain
Watson, who is coming out in the troop-
ship, left Hongkong only two months ago,
after serving for five years with the
Hongkong-Singapore Battalion, R.G.A.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family
with a bottle of Chamberlain's
Colic, Cholera and Diarrhoea Remedy
at this season of the year, you are neglecting
them, as bowel complaint is sure to be
prevalent, and it is too dangerous a malady
to be trifled with. This is especially true
if there are children in the family. A dose
of two of this remedy will place the trouble
under control and perhaps save a life, or
at least a doctor's bill. For sale by all
Chemists and Druggists.

OCCASIONAL NOTES.

LOCAL AND GENERAL.

Though the Colony can by no
means boast of its freedom from
nocturnal noises, the regulations pro-
hibiting the use of motor cars during
the hours between one a.m. and
dawn have done much towards en-
suring peaceful slumber to the resi-
dents along the main roads of the
island. Shanghai is now suffering
from the night joy ride nuisance, and
while the police are taking special
measures to cope with it, the acting
Captain Superintendent points out
that the number of policemen who
can be spared for the special purpose
of regulating night motor traffic is
limited, and it may be necessary to
copy Hongkong's example.

In the Settlement Chinese are the
chief offenders, and since the opening
of two Chinese "night gardens"
beyond the western border the nu-
isance has become acute. Residents
in the city who have to listen to the
noisy chatter of rich and poor who
are treated to early morning concerts in
a dozen different gramophones,
pianos and violas, participate
simultaneously with sympathy with
their friends in the north.

Regularly once or twice a year one
hears of schemes for the improve-
ment of Hongkong's ricksha service.
Many pictures are drawn of pneu-
matically-tired and luxuriously upholstered
vehicles, which will glide along with
clean, uniformed coolies in the
shirts, but like many other things
which Hongkong is promised they are
still in the air. The low-bodied rick-
sha which has recently made its
appearance is, however, an im-
provement upon the type which
is slowly—but slowly—replacing
in Hongkong. It at any rates gives
a tall passenger an opportunity of
stretching his legs, and of enter-
ing a "club" in wet weather with-
out executing a series of acrobatic
contortions which, while painful to
the performer, must be amusing to
passers-by. In Kowloon, where fares
are generally higher than in the
island, by the way, the low ricksha
is conspicuous by its absence. What
has Kowloon done that it is thus
neglected?

Now that a move has at last been
made towards the provision of more
comfortable vehicles a little attention
might well be paid to the coolies.
Many of them, especially in Victoria,
are obviously physically unfitted for
the strenuous life of a ricksha puller,
and many more are handicapped by
their years. Under new regulations
just issued by the Minister of the
Interior public ricksha coolies in
Peking are debarred from plying for
hire if more than 50 or less than 18
years old; bodily unfit for the work;
afflicted with contagious diseases;
wearing queues; wearing no hat or
cap; barefooted or naked; or wearing
dirty worn or unsuitable clothes.
Quite a useful guide for Hongkong!

In few places probably, is the
phrase "Ask a policeman" more
inappropriate than in Kowloon. The
Sikh who stands on point duty in
the main thoroughfare while resi-
dents of the peninsula peacefully
slumber in picturesque but his utility
is sadly limited by reason of his in-
ability to speak the official language
of the Colony. The Chinese who
shuffle around under his superinten-
dence are quaint, but they share his
disability. Questions or requests for
assistance bring from both a smiling
"No savvy" which suggests that
they are proud of their ignorance.
True, the public cannot expect lin-
guist policemen for the munificent
wage of \$18 a month! One way out
of the difficulty would be for every
householder to learn two or three
dialects of Chinese and half a dozen
or so of the Indian tongues, but there
is a simpler and more obvious one.
Perhaps it will suggest itself to the
authorities.

What has become of the Hongkong
wireless station scheme? A couple
of years have elapsed since it was
promised, and the progress made in
the interval seems to be out of all
proportion to the time taken. It
is believed that the Government
has already selected sites for
the two stations, and rumour
over has it that plans for the
buildings are drawn. It should
not take more than a year or
two to order the machinery, so pre-
sent residents may yet see the in-
stallation completed. Apparently in
the F.M.S. things move faster, for
a couple of weeks ago the rates for
public messages were published, and
in nearing completion. Perhaps the
Unofficial Members of Council can
clean some information. Hongkong,
as one of the principal ports of the
Empire, should see to it that it is
not the last link forged in the British
wireless chain.

Not only in regard to Mexico, says
the "Bay of Islands" of the 27th ult.,
is the American Government worrying,
but the outlook in the Philippines is by
no means cheerful. A private message received
in London, this week, from a prominent
American politician indicates that the
American Government has decided that there will
be no revolution in the islands unless the date
for their independence is definitely fixed.

P. & O. MEETING.

AMALGAMATION WITH THE
BRITISH INDIA CO.

Sir T. Sutherland's Speech.

(Continued from page 1.)

I need hardly say that the terms of our
agreement were discussed for many days
and many plans were tried. We had before
us, for instance, the possibility of the
liquidation of the British India Company,
which would have involved the outlay
of a large amount of capital on our part.
We had another project that of paying
cash down for the shares which we are
taking over, and in some respects that plan
would have suited us extremely well; but
neither of those propositions was found to
be workable. The British India shareholder
objected to receive cash, even if we paid
him a very high premium on his shares. He
was satisfied with the position of his own
company, and he felt, moreover, that if he
were put in possession of that capital he
would not know how to reinvest it to
his own satisfaction. But the British
India shareholder had not the same
objection to retain, as it were, an
interest in his own company through the
medium of the P. & O. Company. That
is the position which the shareholders of
the British India Company will in future
occupy. They become our partners, and
we have a controlling power of nearly
every shareholder, and we have a majority
of 12 to 8 in the constitution of our joint
Board. Therefore, apart from a valuable
alliance—and we have known the figures of
the British India Company's working for
several years past—we are satisfied not only
that we have succeeded in creating a valu-
able alliance, but that we have made a
prudent contract for this company in ex-
changing stock instead of paying cash in
connection with this adventure. We have
one great advantage, which is that we
remain in possession of the liquid assets of
the company, which amount to-day to up-
wards of £3,500,000, notwithstanding the
large amount of shipbuilding which we have
accomplished in recent years.

A most important question arises,
of course, here—that is, how is the working
of this combine in the future to be carried
on? We have control, of course, of a joint
Board, but control is one thing and done
intimate management is another. We
could not undertake the detailed manage-
ment of the British India Company. We
recently acquired a modest line which is
now running via the Cape to Australia,
and if you like to visit the engine room
of the time-street you will find an office for
carrying on that business almost as consid-
erable as this office was when I first joined it
as a boy. But the British India Company
is a considerable company as we are
ourselves, and for the next ten years at
least it must remain under the management
of the founders in Calcutta where it has
existed for 80 or 90 years. Lord Inchcape
and I are one or two other directors of the
British India Company who are to join us
here are members of that important firm.
It is a commission business, and I person-
ally happen to be aware of the terms of the
commission on which it is carried out, but
I have no reason to inquire as to the
particulars of the commission, and I am
large commissions, as you quite under-
stand, mean necessarily a large traffic, and
we hope that it will always mean a large
profit, but commission and profit do not
always prove to be an infallible condition
of success. We hope they will be in this
case, but at all events, it is certain that
the management agency to which I allude
is absolutely necessary to our combine, and
it is my duty to make this fact perfectly clear
to you. The British India directors who are
to join our joint Board are, you can well
believe, men of the highest standing, and
we are happy to have my friend Lord
Inchcape at the head of the British India
Company. I venture to mention that
these negotiations have proceeded mainly
because his Lordship and myself, but I
presume he has been aided by the advice
and support of his colleagues, as I have
been by my colleagues, from whom, as they
are aware, nothing has ever been kept
secret by me. Lord Inchcape joins our
management in the latter part of October,
and he will be an absolutely necessary link
between the two companies and will render
most valuable help in the largely in-
creased work and responsibility which will devolve
upon us all. But I say more than that;
I hope he will become the head of this
combine, as we are all very anxious that
I should retire from the active service
which I have given for so many years.

FINANCIAL PROPOSALS.
Now, I must refer, in further explana-
tion, to one or two figures of finance. In
the first place, you see that we give
£700,000 of our Preference stock in ex-
change for the Preference stock of the
British India Company. The interest on
this is £35,000. Secondly, we exchange
very nearly £1,000,000 of our paid-up
shares for £383,133, approximately, of our
Deferred stock, and the amount of dividend
on that Deferred stock at 15 per cent. will
be £57,470. Altogether, therefore, we
shall have to pay out a total of £383,133
on the new capital which we shall create
from the 1st of October next. This will
be exactly the amount of dividend which
the British India shareholders have
hitherto been receiving from their own com-
pany, and every investor will easily un-
derstand that shareholders would not be
expected to be expropriated, and at the
same time, to take on lots less than the
dividend which they had been receiving
from their own company. I have known
something of the working of the British
India Company for some years past, and I
am confident that they will earn more than
the sum which I have named by annual
profits, after paying for depreciation and
insurance. I think there will probably be
in good times even a surplus, once for the
senior partner—that is, for us; but to day
I certainly am not going to hold out any
prospects—even the slightest prospect—of
increased profits for us every man in the
street knows perfectly well, freight rates
are rapidly declining, while export trade
is at a steady point. You have, further, this
enormous advantage, as you must under-
stand—that you have in future two com-
panies working for your interest instead of
the P. & O. Company only. The most im-
portant figure in this financial regard is the
fact that we pay £28 1/2d for every £50
paid-up share of the British India Com-
pany. At £200, which was the price of
our Deferred stock, the average during
last year, that works out at about 28 1/2d
per share, whereas the market price for that
day was only 23 1/2d. But if we had bought
to-day, £200,000 of British India shares in
the market, what do you suppose the figure
of £28 1/2d would have amounted up to? Well,
I can only guess myself by analogy. In
the middle of last year, when I was in
stock, and I have looked into the matter

TYPHOON WARNINGS.

The following telegrams were received
at the American Consulate General at
the times mentioned from Manila:—

6.44 p.m., July 17.
Cyclone or Typhoon, E. of Balabac
Channel, inclining northward.
11.40 a.m. July 18.
Cyclone for Typhoon, N. E. of Luzon,
filling up.
12.45 p.m. July 18.
Cyclone or Typhoon, S. of Guam,
direction unknown.

MASONIC PROMOTIONS.

On June 18th, the Supreme Grand
Council of the 33deg. elected the Hon. Sir
Paul Chater (31deg.), P.D.G.M. Hongkong
and South China, and Mr. H. Perry Smith
(31deg.), P.G.W. Staffs, to be members of
the 32deg.

the purchase of less than £100,000, sent
that stock flying up from £50 to £100
and £125. Therefore, I conclude—and I say
every man of business must conclude—that
a bonus of £13 or £14 is a
significant bonus in a transaction of
this magnitude, especially when only the
same dividend is likely to be paid to the
British India shareholder. But what the
British India shareholder is entitled to is this:
that he has now a larger share of equity
than he ever had before. As we shall have
two companies working for us, so two
companies will be working for him, and we
shall all have not only a wider basis of
security, but also what I think is of some
value—a better market for the securities
that all our shareholders hold. Gentlemen,
perhaps I am taking too much pains to
explain facts which are so clear and evident
in our report, but you will bear in mind
that to-day I am addressing very nearly
5,000 shareholders in this company, and
therefore for their benefit I think it is
necessary to put the figures with which I
have to deal as plainly as possible.

MEANING OF THE OPERATIONS.
What, after all, does this great operation
mean? It means that we are to have
the employment of a capital of £15,000,000;
it means that we command the employment
of a tonnage of 1,250,000 tons, and this
tonnage will be working with a common
aim and purpose for the prosperity of a
great national enterprise—the only object
we have had in view in bringing about this
combination. I say that it is the success of
this enterprise which has been the sole and
only object of our work for you and for our
new partners; but I am bold enough now
to ask credit for both sides of the equation,
for a wise diplomacy throughout, for
I am certain that if either side had entered
into the negotiations in a narrow or huck-
stering spirit, our purpose would have
been utterly failed. We have dealt with an in-
teresting and a vital problem, and I am
convinced that this amalgamation of large in-
terests has been so quietly and so efficiently
accomplished. (Cheers.) That I will have
to say in order to command the resolution
which I will now read. The resolution is:
"That the additional agreement dated the
27th May, 1914, between the British
India Steam Navigation Company, Ltd.,
and the Peninsular and Oriental Steam
Navigation Company, be approved and
confirmed; that the number of the share-
holders of the Peninsular and Oriental Steam
Navigation Company be increased to twenty
by appointing additional directors as there-
by provided; that the capital of the com-
pany be increased, as follows:—First,
£2,340,000 Preferred stock to £2,700,000
Preferred stock by the creation of 270,000
additional stock; and £1,180,000 Deferred
stock to £1,798,133 Deferred stock by
the creation of 238,133 additional stock;
thus making the total capital £4,898,133,
such further capital (as far as required for
carrying out the said agreement) to be
issued on the terms as to dividend and
otherwise thereby provided."

Sir William Adamson, C.M.G.: I have
much pleasure in announcing the resolution.
In reply to a question by a stockholder
regarding the remuneration likely to be
received by Lord Inchcape the Chairman
said:—
The question of remuneration is one of
those questions which is never asked in
public meetings if I mistake not, and I do
not think it is for public interest that I
should reply to it, even I could (Cheers, &c.).
The question of remuneration, however, in
reference to a revenue which in the case of
the combined companies will probably
amount to ten millions sterling is a very
small matter. (Cheers, &c.) Now, gentle-
men, I beg to ask for your vote on this
great question.
The resolution was carried with only two
dissentients.

Professor Halk, F.R.S.I. beg to move
a vote of thanks to our Chairman for his
conduct in the chair to-day and for the
wonderful and admirable exposition of one
of the greatest financial problems that has
ever been brought before a body of
Englishmen or men of free enterprise. I
am sure we are all gratified to see that
Thomas Sutherland enjoys sufficient health
and strength at his time of life to have
undertaken the additional burdens and
responsibilities which this great transaction
has involved, and I sincerely trust, and I
feel absolutely confident, that he will be
able to do so for many years to come.
That this great combine will be to the
benefit of both companies—certainly to our
own—will be realised, and I hope that he
may live to see the fruits of his labours and
be able to congratulate himself and others
that they have been successfully achieved.
(Applause.)

Mr. Stephens seconded the resolution
and it was carried unanimously.
The Chairman: On behalf of my col-
leagues and myself I beg to express our
indebtedness to the Chairman for the
kind words of the honourable share-
holder. I beg to assure you that if this
were the last work a shareholder did for the
interest of the P. & O. Company, it
would be in one sense the greatest work
in my opinion, in another sense, it is likely to
be the most successful. (Applause.)
The proceedings then terminated.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and
Diarrhoea Remedy. Beware of cheap
imitations. The name is prominent on the
label. Chamberlain's is the only name
on the label. It has been used for forty years and is
the most famous medicine in the world. For sale by all
Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOMERACING.

RESULT OF THE ECLIPSE STAKES.

LONDON, July 18.

The following is the result of the Eclipse Stakes (10,000 sovs, the owner of the second horse to receive 200 sovs, of the third 150 sovs, the nominator of the winner to receive 500 sovs and the nominator of the second 100 sovs out of the stakes; for three and four year olds; three year olds to carry 8 st 11b four year olds to carry 9 st 11b; all winners of 100 sovs to carry 11b, of one year olds 100 sovs 11b, of two year olds 100 sovs 11b extra; Eclipse Stakes Course, one mile and a quarter run at Sandown Park yesterday.

Mr. H. Cholmondeley's Hapburg, 3 y., (Foy, 84 13lb) 1
Mr. J. J. Honeywood, 3 y., (Donoghue, 84 13lb) 2
Sir John Thurst's Kennymore, 3 y., (Clark, 84 13lb) 3

Also ran Cantilever (Walker) Whites, 10st; Louvins (Saxby) 10st; Magic (Randall, 84 13lb) 10st; Ammer (Jones, 84 13lb) 10st; Trois Temps (F. Templeman, 84 13lb); Carrickfergus (Dullock) 84 13lb; Evansdale (W. Huxley, 84 10lb); Quixus (Bickley, 84 10lb); Lord Godolphin (Robinson, 84 10lb) and St. Guthrie (Whalley, 84 10lb).

Won by two lengths. Three lengths between second and third.

The betting was—
10 to 1 against Hapburg.
25 to 1 against Honeywood.
11 to 8 against Kennymore.

Place betting, 6 to 1 Hapburg Others proportionate (i.e. a quarter of the winning odds).

Kennymore delayed at the start. Hapburg led throughout and won easily. Cantilever was fourth. Time 2m 11 1/4secs.

The result of the race goes to prove the assertion of many home critics that the three-year-olds of this year are a superior lot to those of last year. Cantilever, though he beat Tracery, Aleppo, Cyba and three others in the Jockey Club Stakes last year, could not give the weight to his younger competitors, only being able to finish fourth.

Hapburg (by Desmond, out of Alliance) won three out of the four races he started in as a two-year-old, but beat nothing better than Dan Russell, Green Falcon, Ladine and Peter the Hermit. He was not considered a "first class" at the end of last season, yet as a three-year-old, besides running second in the Derby he ran third in the Newmarket Stakes to Corryna and Brakespear, and was second to Corryna in the Ascot Derby Stakes and has now won the Eclipse Stakes. The St. Leger should prove the most interesting of the 1914 classics as Black Jester, Brakespear, Corryna, Gloriana, Hapburg, Kennymore and Peter the Hermit are all entered.

Honeywood (by Polymelus out of Honey Bird) won four out of 12 races last year. His only further engagements this year (unless, of course, he competes in some of the late handicaps) are the Sussex Stakes at Goodwood and the St. James Stakes at Kempton Park.

Kennymore, the hot favourite for this year's Derby when he got badly left at the post, has been mentioned, and his achievements enumerated, so often, he is now well-known. He is by John O'Gaunt out of Crocrom.

Last year's result was an easy win for Tracery, Louvins hard ridden four lengths away second and Bachelor's Wedding third. Previous results—1908 Your Majesty, 1909 Bayard, 1910 Lemberg and Neil Gow dead-beat, 1911 Swynford, 1912 Prince Palatine.—Ed.

THE CARPENTIER v SMITH FIGHT.

LONDON, July 17.

Another fight is being arranged between Carpentier and "Gunboat" Smith after the former has met Bombardier Wells.

The evening papers devote columns to the fight and to the decision.

Carpentier says he is disgusted with the unsatisfactory result. Smith declares that the fight should have been continued, and that the action of Carpentier's manager in jumping into the ring was a foul sufficient to have given him a win.

CAUSES AND CURE FOR DIARRHOEA.

OPERATING a change in the temperature, urine, fruit, and impure water are some of the causes of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy cures all these troubles promptly. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITAIN AND INDUS TRIAL TROUBLE.

THE CHANCELLOR'S SOLEMN WARNING.

LONDON, July 18.

Mr. Lloyd George, Chancellor of the Exchequer, speaking at the Bankers' Dinner at the Mansion House, alluded to the imminent danger of industrial trouble from the unpromising combination of two and a quarter million transport workers and miners, and uttered a solemn warning that the prospect of settlement of these dangerous disputes was complicated by the situation in Ireland. If the combination of the Unions led to industrial strife in Ireland in the next few weeks the situation would be the gravest that any Government had had to deal with in centuries, and that was the reason that all should strive for a reasonable composition.

A "ZEPPELIN" UNDER FIRE.

LONDON, July 18.

A telegram from Berlin states that an Army Zeppelin, on accidentally crossing the frontier, was fired at by the Russians. The airship, however, recrossed the frontier without damage.

BISLEY SHOOTING.

SCOTLAND WINS THE ELCHO SHIELD.

LONDON, July 18.

Shooting at Bisley for the Elcho Shield, Scotland made 1912, England 1899 and Ireland 1871.

MORE SUFFRAGETTE VANDALISM.

LONDON, July 18.

A suffragette has slashed Sir John Millais well-known portrait of Carlyle at the National Portrait Gallery.

NEW GOVERNOR FOR MALTA.

LONDON, July 18.

Lt. General Sir Wm. Franklyn, K.C.B., Military Secretary of State for War and Secretary of Selection Board since 1911, has been appointed Governor of Malta.

BRITISH POLITICS.

THE GOVERNMENT'S PROGRAMME.

LONDON, July 18.

In the House of Commons, Mr. Asquith said the new Session would begin either in the last week of November or the first week of December. He announced that many Bills would be dropped, but the Government intended to pass the East African and the Sudan Loan Bills and hoped also to pass the British Naturalisation and the Anglo-Persian Oil Bills.

The Irish Situation.

Two full Cabinet meetings were held yesterday on the Irish situation, making the fourth this week.

Audience Of The King.

The Prime Minister had an audience of the King yesterday evening.

After the second Cabinet meeting the views of the Government on the demand for the exclusion of Ulster were submitted to a meeting of the Opposition front bench members to form a counter proposal. The meeting's decision was conveyed to the Cabinet.

An agreement has not been reached and the situation is unchanged.

CHICAGO RAILWAY DISPUTE.

LONDON, July 18.

The demands of the Chicago railwaymen involving 35,000 engineers and firemen, have been referred to the Federal Government for mediation.

COAN YOU AFFORD THE RISK?

WERE you ever "taken" with a severe attack of cramp, colic, or diarrhoea without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails, even in the most severe and dangerous cases. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE MEXICAN CRISIS.

POLITICAL PRISONERS TO BE RELEASED.

LONDON, July 18.

Two train loads of Constitutional troops are on their way to Mexico City, and are expected to arrive tonight. General Carranza says that the Federalists must surrender unconditionally prior to the commencement of any negotiations. General Gonzalez, with 68 train loads of troops, has left Saltillo for the south. President Carranza has ordered the immediate release of all political prisoners.

Another President.

A Washington telegram states that President Carranza intends to retire from the Presidency in favour of General Carranza.

United States' Approval.

Mr. Bryan applauds the new President's efforts in the direction of peace.

A Rebel Victory.

A telegram from Brownsville, Texas, states that Santa-rosas has surrendered to the Mexican Rebels.

ANOTHER ENGINEERS STRIKE THREATENED.

LONDON, July 18.

A strike of 3000 engineers is threatened at Blackburn because of employers refusing to grant a holiday.

DEALING WITH PIRACY.

INTERESTING CORRESPONDENCE.

The following correspondence, sent to us by the Secretary of the Chamber of Commerce, has passed between the Chamber and the Government with reference to the recent "Tai On" piracy.

(Letter to the Government.)
Hongkong, 2nd May, 1914.

Sir,—At a Committee Meeting held immediately subsequent to the Annual General Meeting of Members on Tuesday the 28th ultimo the recent piracy attack on the s.s. "Tai On" and the increasing frequency of like outrages were discussed.

1. A feeling of insecurity is abroad which must have a deleterious effect on the Colony's trade already heavily penalised by currency problems and the unsettled state of the two Kwangs.

2. It is a fact worthy of note that in every piratical outrage on the British flag in Local Waters my Committee believe, the attack has taken place on the outward voyage from the Colony. Presumably, therefore, the pirates are shipped on passengers at Hongkong itself.

3. The inference to be drawn from (2) is that the Chinese Officials possess some system of espionage or method of detection more efficient than our own, or for some reason it is simpler for the pirates to ship in Hongkong than at a treaty port or Way Station.

4. In the case of the Saiman Piracy in 1906 the suggestion was made that the suppression of piracy should be attempted by—

(1) The organisation of Chinese River Police Patrols using armed launches and under the command of European Officers, or

(2) The patrol of the River and Canton Delta by British Gunboats at the expense of the Chinese Government.

If any system of patrol is now extant on the river, but it is to be noted that most of the outrages occur between this port and Wong Moon.

6. A patrol of this part of the journey which appears to embrace the roughing of the pirates could and should, in my Committee's opinion, be conducted by the Gunboats of His Majesty's Navy on the China Station, particularly a Gun-boat should be in the vicinity of Kai Au at such times as the day and night sailing take place.

The patrol having once been established should be continued, a period of inactivity may induce a false sense of security.

7. It is in any case essential that an efficient search and scrutiny of passengers and luggage be made before the boats leave this port and if necessary that more powers be given to the officers of the vessel to enable them to assist the police.

8. My Committee is not satisfied in the light of recent happenings, that the present search conducted by the police is at all efficient. This is probably due to the obvious fact that the staff at the disposal of Government is quite insufficient for the purpose and needs very considerable augmentation to achieve result.

9. My Committee strongly urge His Excellency to make representations to the Admiralty for the efficient patrolling of the waters between the Colony and Wong Moon and to cause the search staff to be largely increased in number.

10. My Committee believe that most of these carefully organised piratical attacks are arranged by people born in the local villages or towns, the exact position of which is well known to the Chinese Authorities.

My Committee considers therefore that the most desirable course of action should be to send a small force of British troops to the Central Government on the subject, and that the Chinese Officials should be requested to go to the root of the evil and deal in the first place with the pirates born and bred in their local districts.

I have the honour to be,
Your obedient servant,
(Sgd.) E. A. M. Williams,
Secretary.
The Honorable,
The Colonial Secretary.

ASHOR. IN A TYPHOON.

EXCITING EXPERIENCE OFF FORMOSA.

The Rankin and Gilchrist steamship, Patrick, which, as we reported yesterday, encountered a typhoon in the Formosa Channel, has arrived in port with her stern badly damaged. It was on a voyage from Shanghai that the vessel ran into the storm, which lasted for forty-eight hours, and in a heavy sea she was forced to run before the wind.

This blinding spray made it impossible to see ahead, and the vessel, unable to keep her course in the turmoil of waters, struck one of a group of small rocks off the west coast of Formosa, to the south of Keelung. When the vessel struck the engines were reversed, and when she got clear Capt. May was forced to go ahead and run before the storm again to prevent her becoming a total wreck, though her stern was badly twisted and plates bent in for a distance of twenty feet.

Such a serious injury it is remarkable that the ship withstood the storm, and Capt. May is to be congratulated upon making the port. Repairs will be executed here, and will take about thirty days. The Manchester Cable of the Castle Line expected here to-day, two days overdue, went through the same typhoon.

Reply from the Government.
Hongkong, 5th May, 1914.

Sir,—I am directed to acknowledge the receipt of your letter of the 2nd May submitting the views of the Committee of the General Chamber of Commerce on the subject of piracy and the means to be taken for their suppression.

2. I am to inform you that a Committee is now sitting and will shortly report on additional precautions necessary for the protection of River Steamers, and also precautions against piracy of ocean-going steamers, by pirates embarking in the guise of passengers at Hongkong.

3. In the meantime the Chinese Authorities have been communicated with and they have already taken very active steps to bring to justice the pirates who pirated the "Chidder" and to search out the survivors of the gang concerned in the attempt to pirate the "Tai On."

4. Arrangements have also been made with the Naval Authorities for the better protection of vessels trading between Hongkong and the West River.

I am, Sir,
Your obedient servant,
(Sgd.) Charles E. Musgrave,
Colonial Secretary.

The Secretary,
Hongkong Chamber of Commerce,
Hongkong.

Telegram sent to Henry Keswick, Esq., M.P.
London, May 8, 1914.

Hongkong Chamber of Commerce request London Chamber of Commerce very strongly urge upon British Government necessary for pressing Chinese Government to promptly and thoroughly deal with pirates suppressing all villages where they have their headquarters situation of which is well-known also absolutely essential that Naval patrol should be increased in Southern waters especially in Kwangtung delta—Hewitt Chairman.

Letter to Henry Keswick, Esq., M.P. on firming telegram sent.
Hongkong, 9th May, 1914.

I am directed to confirm the Cablegram kindly sent on behalf of the Chamber by Messrs. Jardine, Matheson and Co., Ltd., yesterday.

My Committee will most highly appreciate any assistance you may be able to render them in this matter.

For your information I enclose copy of a letter addressed by the Chamber to the Government on the subject and the Government's reply thereto.

I am, dear Sir,
Your faithfully,
(Sgd.) E. A. M. Williams,
Secretary.

Henry Keswick, Esq., M.P.,
Chairman,
Far Eastern Section,
London Chamber of Commerce,
London.

Letter from the Far Eastern Section,
London Chamber of Commerce,
London, 18th May, 1914.

Far Eastern Section.
Dear Sir,—Referring to the telegram on the subject of Chinese Pirates which we received from you through Messrs. Matheson & Co., I beg to enclose herewith for your information a copy of a letter which was addressed to the Foreign Office by instruction of my Council on the recommendation of the Far Eastern Section of this Chamber.

I take this opportunity to inform you that Mr. Henry Keswick, Esq., M.P., Messrs. Matheson and Co., is no longer Chairman of our Far Eastern Section, Mr. F. Anderson of Messrs. Jardine, Matheson and Co., who is also Chairman of the China Association of London, now holding that position.

Yours faithfully,
(Sgd.) Charles E. Musgrave,
Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

Enclosure.
London, 18th May, 1914.

The Rt. Hon. Sir Edward Grey, Bart., K.G., M.P., Secretary of State for Foreign Affairs, Foreign Office, S.W.

Sir,—I am instructed to inform you that this Chamber has received from the Hongkong Chamber of Commerce a cablegram asking it to "very strongly urge" upon His Majesty's Government the necessity for pressing the Chinese Government to promptly and thoroughly deal with pirates in Southern waters in the interests of human life and of the trade affected by their depredations.

The Hongkong Chamber also expresses the view that it is absolutely essential that the naval patrol should be increased in Southern waters and more particularly in the Kwangtung Delta, and they add that villages, which are the headquarters of the pirates are quite well known and that steps ought to be taken to deal with them in an exemplary manner.

I may add that the Far Eastern Section of the Chamber including the leading firms engaged in Chinese trade have given the fullest support to the request of the Hongkong Chamber which was the basis of my Council's action in the matter yesterday and I am to express the hope that His Majesty's Government will take such

REGISTRATION OF DENTISTS.

DENTAL BOARD APPOINTED.

His Excellency the Governor has been pleased to appoint, under section 3 of the Dentistry Ordinance, 1914, the following persons to be members of the Dental Board, for a term of three years from July 17—

The Principal Civil Medical Officer, (Chairman), ex officio, Dr. George Ernest Aubrey, Dr. Frederic Denton, Dr. Joseph Dr. Frederick Howard Kew, Dr. Joseph Whitteley Nock.

measures as the serious circumstances of the case would appear to warrant.
(Sgd.)
Yours faithfully,
Letter from the London Chamber of Commerce,
London, 23rd May, 1914.

Dear Sir,
Confirming my letter of 10th instant I beg to hand you herewith copy of a letter which I have to-day received from the Foreign Office on the subject of the action taken by Sir Edmund Grey in connection with the depredations of Chinese pirates.

Yours faithfully,
(Sgd.) Charles E. Musgrave,
Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

Enclosure.
Foreign Office,
22nd May, 1914.

Sir,
With reference to your letter of the 15th instant regarding the depredation of Chinese pirates, I am directed by Secretary Sir E. Grey to inform you that His Majesty's Minister at Peking has recently pressed the Chinese Government to take steps to ensure the protection of travellers in Southern Waters, with the result that instructions have been sent to the authorities of Kwangtung and Kwangsi on the subject.

Sir J. Jordan will be consulted in regard to the suggestion made by the Hongkong Chamber of Commerce for the increase of the naval patrol.

I am, etc.

Further letter from the London Chamber of Commerce,
London, 29th May, 1914.

Dear Sir,
Far Eastern Section.

Confirming my letter of 23rd instant, I beg to hand you herewith copy of a further letter which I have received from the Foreign Office on the subject of pirates in Chinese Southern waters.

Yours faithfully,
(Sgd.) Charles E. Musgrave,
Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

Enclosure.
Foreign Office,
28th May, 1914.

Sir,
With reference to the letter from this Office of the 22nd instant respecting the prevalence of piracy in Southern Chinese waters I am directed by Secretary Sir E. Grey to inform you that His Majesty's Minister at Peking has made representations to the Chinese Government in regard to the "Tai On" case with the result that they have agreed to co-operate with His Majesty's Government in formulating a scheme of joint action in the matter in concert with the Government of Hongkong and the British Naval authorities.

I am, Sir,
Your most obedient
humble servant,
(Sgd.) Ralph Paget.

The Secretary,
Chamber of Commerce,
London.

Reply from Henry Keswick, Esq., M.P.
London, 3rd June, 1914.

Dear Sir,
I have to acknowledge the receipt of your letter of the 9th May handing me the correspondence with regard to the "Tai On" Piracy case.

I have resigned my position as Chairman of the Far Eastern Section of the London Chamber of Commerce and have been succeeded by Mr. F. C. Anderson of Iberton. I have accordingly handed on your letter to him.

I need only add that if I can continue to be of any service to your Chamber I am entirely at your disposal for the transmission of telegrams or in any way that may be necessary.

Yours faithfully,
(Sgd.) Henry Keswick.

The Secretary,
Chamber of Commerce,
Hongkong.

The heavy and incessant downpours of rain have been responsible for the collapse of a front span and parapet of the Canton Road Bridge at Quarry Bay. The bridge, which was built by a company of Chinese, has also been washed out in the road at Quarry Bay. The P.W.D. have been notified.

An Indian named Saw Singh, 25 years of age, attached to the 2nd Company of the Hongkong Police, was killed by a bullet fired by a party of Chinese at Quarry Bay. The body was found at Quarry Bay. There are no suspicious circumstances.

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For BREAD

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For CAKES

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For CHOCOLATES

WHITEAWAY, LAIDLAW & CO., LTD.

When buying an umbrella consider the following points:—A Cover that will not split. A Frame that will not rust. A Handle that will not easily come off.

Ladies
Should see our new spreading shape that does not allow the water to run off on to the skirt.
Prices \$5.50 \$6.50

Gentlemen
Are sure to find a suitable umbrella among our stock which suits all pockets and conditions.
\$2.00 \$3.25
\$4.00 \$5.50
\$6.50 etc.

RELIABLE GOODS AT MODERATE PRICES FOR CASH.
WHITEAWAY'S
90 DES VUEX ROAD.

Martell's Brandies

There is nothing too good for Britain's Navy, which probably explains why the Admiralty have selected Martell's for their Fleets.

Martell's V.V.S.O.P. Superior Liqueur	Per Case 1 dozen Quarts	\$96.00
Martell's V.S.O.P. Liqueur	Per Case 1 dozen Quarts	54.00
Martell's Three Star Liqueur	Per Case 1 dozen Quarts	29.00
Martell's One Star Liqueur	Per Case 1 dozen Quarts	22.00

For Local Consumption Duty must be added to above prices.
SPECIAL TERMS GIVEN FOR LARGE ORDERS.

SOLE AGENTS
Gandee, Price & Co., Ltd.
Wine Merchants,
8, Queen's Road Central, Hongkong.
TEL. NO. 125
TEL. NO. 125

SATURDAY, JULY 18, 1914.

THE CHINA MAIL.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	STEAMERS	Leave	Leave	Connecting Steamer	Due at	Due at
Yokohama	Colombo	Shanghai	Hongkong	London	London	London
July 9	ASSAYE	July 14	July 18	Medina	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	13 MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	13 EGYPT	Sept. 13	Sept. 18
Aug. 20	HYMALAYA	Aug. 25	Aug. 29	20 MALTA	Sept. 27	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	12 MOREA	Oct. 10	Oct. 15
Sept. 17	ASSAYE	Sept. 22	Sept. 26	20 MALTA	Oct. 24	Oct. 29
Oct. 1	DEVANHA	Oct. 6	Oct. 10	10 MOULTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 8.25 p.m. on Saturday.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:-

1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN	1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN
£26	£14	£26	£14	£26	£26	£14	£26	£14	£26
£26	£14	£26	£14	£26	£26	£14	£26	£14	£26

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSFERABLE) STEAMERS
WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Yokohama	Shanghai	London	London
July 9	July 14	July 18	July 22	July 26	Aug. 23	Aug. 29
July 23	July 28	Aug. 1	Aug. 5	Aug. 9	Sept. 6	Sept. 12
Aug. 6	Aug. 11	Aug. 15	Aug. 19	Aug. 23	Sept. 20	Sept. 26
Aug. 20	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Oct. 3	Oct. 9
Sept. 3	Sept. 8	Sept. 12	Sept. 16	Sept. 20	Oct. 17	Oct. 23
Sept. 17	Sept. 22	Sept. 26	Sept. 30	Oct. 4	Nov. 1	Nov. 7
Oct. 1	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Nov. 15	Nov. 21

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £26 SINGLE £26 RETURN £26

2nd SALOON £14 SINGLE £14 RETURN £14

FARES TO MARSEILLES

1st SALOON £26 SINGLE £26 RETURN £26

2nd SALOON £14 SINGLE £14 RETURN £14

ALL Passengers Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to
E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.

STEAMERS	Tons	To	DATE
NAPLES, GENOA, ALGERS, ELIS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	17,000	WEDNESDAY, 22nd July	at 10 a.m.
SHANGHAI, NAGASAKI, YOKO, KOBÉ & YOKOHAMA	17,000	WEDNESDAY, 22nd July	at 10 a.m.
MANILA, ANGUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	17,000	SATURDAY, 8th August	at 2 p.m.
KOBÉ	17,000	FRIDAY, 24th July	at 10 a.m.

FREIGHT LINE.

OUTWARD	HOMEWARD
Steamship	about 1914
GOETTINGEN	18th July.
TUEBINGEN	3rd August.

For further particulars apply to
NORDDEUTSCHER LLOYD
MELBOURNE & CO.
GENERAL AGENTS.

SHIPPING

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

Sailing from Hongkong.

OUTWARD.	For SHANGHAI, (Direct)	S.S. "BOHEMIA"	on August 1st at 8 a.m.
	For SHANGHAI, YOKOHAMA, KOBÉ & MOJI.	S.S. "CHINA"	About August 1st
HOMEWARD.	For TRIESTE (Venice) direct via Suez Canal, Djibuti, Suez Canal.	S.S.	

Fares: I £50. II £36. III £19.

For TRIESTE (Venice) via S.S. "SILEZIA" on August 5th

Fares: I Saloon only £43.

Taking cargo on through bills of lading to all Atlantic, Levant and Black Sea Ports, etc.

All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON VIA PARIS, BRUSSELS, COLOGNE, ROTTERDAM, AMSTERDAM, LONDON.

CIRCULAR TICKETS VIA SHANGHAI, for the purpose of one way by Siberian Railway, returning by sea.

Passengers have the option of booking the voyage to Europe and returning by any route on the Austrian Lloyd, P. & O., North German Lloyd, Mess. Mar. Bremen, Harland & Wolff, etc.

Forward: from Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.

Backward: from Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.

For full particulars as to passages and freight apply to
SANDER, WIELER & Co., Agents, Prince's Building.

HAMBURG-AMERIKA LINIE.
IN CONNECTION WITH
Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO.

To MARSEILLES, HAVRE, BREMEN, HAMBURG, & NEW YORK.

And from MANILA, HONGKONG & JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Genoa, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

For Shanghai, Kobe & Yokohama	S.S. HOLSTIA	25th July.
" " " "	S.S. SCANDIA	14th Aug.
" " " "	S.S. STENTIA	21st Aug.
" " " "	S.S. LIBRIA	11th Sept.
" " " "	S.S. ALPINE	18th Sept.
" " " "	S.S. ARABIA	25th Sept.
" " " "	S.S. JUERTENBERG	1st Oct.

For Via, Vanver, Stie, Tacoma & Pland (Or.) S.S. ANDALUSIA 2nd Aug.

S.S. BELGRAVIA 17th Sept.

S.S. BRASILIA 12th Oct.

For Marles, Havre, Bremen & Hamburg S.S. PRUSSIA 21st July.

For Marles, Bremen & Hamburg S.S. STENTIA 27th July.

For Marles, Hamburg & Antwerp S.S. HUERTIA 29th July.

For Marles, Bremen & Hamburg S.S. MARKOMANTA 12th Aug.

For Marles, Bremen & Hamburg S.S. O.I.D. ARLERS 22nd Aug.

For Marles, Bremen & Hamburg S.S. FRIEDRICH 22nd Aug.

For Marles, Bremen & Hamburg S.S. PORTLAND 22nd Aug.

For Marles, Bremen & Hamburg S.S. ROSSIA 22nd Sept.

For Marles, Bremen & Hamburg S.S. SAKONTA 12th Sept.

For Marles, Bremen & Hamburg S.S. SCANDIA 21st Sept.

For further particulars apply to
HAMBURG-AMERIKA LINIE, Hongkong Office

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.	IYO MARU, Tons 12,000	WEDNESDAY, 29th July, at 10 a.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.	HIRANO MARU, Tons 16,000	WEDNESDAY, 12th August, at 10 a.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	TAMBA MARU, Tons 12,500	TUESDAY, 28th July, at 4 p.m.
BOMBAY via SINGAPORE, PENANG, MARU, and COLOMBO.	AKI MARU, Tons 12,500	THURSDAY, 13th August, at 4 p.m.
KOBÉ & YOKOHAMA.	NIKKO MARU, Tons 2,800	WEDNESDAY, 29th July, at Noon.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA.	KUMANO MARU, Tons 9,500	WEDNESDAY, 29th August, at Noon.
NAGASAKI, KOBÉ & YOKOHAMA.	YAMATO MARU, Tons 9,500	TUESDAY, 28th July, at 5 p.m.
CALCUTTA via SINGAPORE, (TOSA MARU, PENANG & BANGKOK).	YAMATO MARU, Tons 12,500	SATURDAY, 25th July.

1 Fitted with new system of wireless telegraphy. 2 Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS, COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1914.	Yokohama Return.	Kobe Return.	Maji Return.	Nagasaki Return.
1st class	\$185	\$122	\$108	\$95.
2nd class	\$81	\$75	\$65	\$57.

With option of Rail between Steamers' calling Ports in Japan.

For further information apply to
T. KUBUMOTO, Manager.

Telephone No. 232.

SHIPPING

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with
THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

via KEELUNG, MOJI, on SHANGHAI, NAGASAKI, KOBÉ, YOKKAICHI, SHIMIZU, YOKOHAMA & VICTORIA, B.C.

S.S. "CANADA MARU" Capt. H. Yamamoto, Wednesday, 22nd July at 4 p.m.

S.S. "TACOMA MARU" T. Hamada, Thursday, 8th August at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

S.S.

For POOCHOW via SWATOW AND AMOY.

S.S. "KAIJO MARU" Capt. Y. Yamamoto, Monday 20th July, at 2 p.m.

S.S. "DANIN MARU" Capt. K. Murakami, Sunday 26th July, at noon.

S.S. "DAIGI MARU" Capt. S. Tokushige, Tuesday 21st July, at 2 p.m.

For ANPING AND TAKOW via SWATOW AND AMOY.

S.S. "SOSU MARU" Capt. K. Hattori, Wednesday, 22nd July, at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-
Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.
S.S. "MINNESOTA".
CAPACITY 28,000 Tons. 20,718 Tons Gross Register. Length 330 Feet. Beam 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th August, 1914.

FOR SEATTLE via NAGASAKI, INLAND SEA, KOBÉ AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Nagasaki to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Kobe and Yokohama to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months)

Reduced rates to all Ports in the United States, Canada, and Europe.

Luxurious Passenger Accommodations—Suiter and State-rooms (all Outside Rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone etc.

DIRECT communication at Seattle with Great Northern and Northern Pacific Railway for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA Agents,
Prince's Building.

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showing tracks and daily progress of the big Typhoon during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL Office

NOTICES TO CONSIGNEES

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM PACIFIC COAST & JAPAN.

THE Steamship "DEN OF RUTHVEN"

The above steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 18th July, will be loaded at Consignees' risk and expense and delivery must then be taken from the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claims will be recognized after the goods have left the steamer or Godown and all goods remaining undelivered on 24th July will be subject to rent and landing charges.

All claims must be presented on or before 28th July otherwise they will not be recognized.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 17, 1914.

STEAMER "AMAZON"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "Amazon" and from Bordeaux ex "Ville de Constantin" in connection with the above steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the hazardous and extra hazardous Godowns of the Hongkong Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees on or before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters and Goods remaining on board after the 20th instant or those which are subject to rent and landing charges.

All claims must be sent in on or before 23rd instant or they will not be recognized.

All damaged packages will be examined on the 18th instant, 1914, at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, July 13, 1914.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "BENGLOE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 16, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS.

CONSIGNEES of Cargo per Steamship "KORLA"

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after SATURDAY, July 18th, 1914, at 5 p.m. will be subject to landing charges and if undelivered THURSDAY, July 22nd, 1914, at Noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All damaged and otherwise damaged cargo will be examined at the above Company's Godown THURSDAY, July 22nd, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be sent in on or before August 12th, 1914, otherwise they will not be recognized.

R. C. MOULTON, Agent.

Hongkong, July 16, 1914.

